

AMENDMENT TO THE CLAIMS

The claims are amended as follows with additions indicated as underlines and deletions indicated as strike through. The status of the claims, e.g. cancelled, currently amended, and new, are also indicated.

1 – 7 (canceled).

8. (currently amended) The apparatus device according to claim 21, wherein said substantially rigid ~~material~~ gear ring and hub comprises a plastic and said substantially ~~elastic material~~ intermediate element comprises an elastic plastic.

9. (currently amended) The apparatus ~~according device~~ to claim 421, wherein said ~~mechanical element comprises a control disk, said control disk~~ the control disk comprises means for effecting a locking and a releasing of said ~~movable element~~ the control disk.

10 – 14 (cancelled)

15 (currently amended) The apparatus ~~device~~ according to claim 21, wherein said locking element ~~movable element is part of a vehicle door lock~~ of said motor vehicle.

16. (currently amended) The apparatus ~~device~~ according to claim 921, further comprising at least one arm mechanically coupled to said control disk ~~and said moveable element~~, said at least one arm facilitating imparting of said ~~a drive force on said moveable locking element~~ from said control disk.

17. (currently amended) The apparatus ~~device~~ according to claim 16, wherein said at least one arm comprises two arms mechanically linked via a single rotatable shaft, and said two arms are spring biased to said control disk.

18. (currently amended) The apparatus ~~device~~ according to claim 17, wherein said control disk comprises a plurality of tracks, and said two arms further comprise end extensions engaging said tracks.

19. (currently amended), The ~~apparatus-device~~ according to claim 18, wherein two of said plurality of tracks are located on opposite sides of said control disk.

20. (currently amended) The ~~apparatus-device~~ according to claim 921, further comprises a first and a second stop element, said first stop element located at a circumferential location of said control disk and said second stop element located in a path of movement of said first stop element so as to engage ~~said first stop~~ element, wherein when said first stop and second stop elements engage on another said control disk is halted in a direction of said path of movement.

21. (new) An electronically driven locking device for electronically engaging and disengaging a locking element of a motor vehicle, comprising:

- actuating means comprising a motor and a worm gear, said motor arranged to drive said worm gear,
- a gear wheel comprising a gear ring, a hub and an elastic intermediate element, said gear wheel, gear ring and hub being joined together by said elastic intermediate element and said gear wheel and hub being further joined together via a material to material bond, said gear ring and hub each comprising circumferential teeth, said gear ring teeth being arranged to engage said worm gear such that force from said worm gear is imparted upon said gear ring, and
- a control disk comprising circumferential gears arranged to interact with said hub gears such that rotational force may be exchanged between said control disk and hub, said control disk mechanically linked to said locking element such that peak torque is absorbed by said intermediate element.

22. (new) The drive element according to claim 21, wherein said peak torque comprises kinetic energy with said device after deactivation of said motor.

23. (new) The drive element according to claim 21, wherein the gear wheel comprises a central axis upon which the gear ring, hub and intermediate element are arranged such that the intermediate element is sandwiched between the gear ring and hub preventing the gear ring and hub from making direct contact.

24. (new) The drive element according to claim 21, wherein the intermediate element is a decoupling element arranged to decouple the gear ring and hub.